

Select Poetry.

The following lines were sent to the *East County Massachusetts Agricultural Fair*, held at Newbury, on the 24th October. The initials tell us they are by—

One morning of the quiet and Fall,
Poor Adam and his bride
Sat in the shade of Eden's wall,
But on the other side.

She, blushing in her virgin suit,
For the chaste garb of Eden,
His, shining o'er his bitter fruit,
For Eden's grapes on gold.

Behind them, smiling in the morn,
Their first-born children lay;
Before them, with their robes and thorn,
The desert stretched away.

They heard the air above them fumed,
A light step on the earth;
And lo! they saw before them stand
The Angel of the Lord!

"Arise!" he said, "why look behind,
When hope is all before,
And patient hand and willing mind,
Your loss may yet restore."

"I leave with you a spell whose power
Can make the desert bloom;
And all around you, faint and low,
As Eden's Eden had."

"I clothe your hands with power to lift
The curse from off your soil;
Your very hands shall seem a gift,
Your loss again shall be restored."

"Go, cheerful as you huming bee,
To labor as to play;
Whispering o'er Eden's trees,
The Angel passed away."

The pilgrims of the world went forth,
Obedient to the word;
And found where'er they trod the earth,
A Eden of the Lord.

The thorn tree with its fruit a pear,
And sweet grapes on a vine,
Grew sweet beneath their care,
As Eden's Eden had.

We share our parent's love,
In our turn and day;
Look back on Eden's sacred gate,
As Eden's Eden had.

But still for us his native skies
The pit, and angel leaves,
And leads through toil and pain
New Adams and new Eves.

Select Story.

LULA'S DREAM.

Once there was a very pretty little girl, whose name was Lula. She had a kind father and mother, who would do everything in their power to make her comfortable and happy. Yet this little girl often did things which she knew to be wrong, although she was invariably sorry for it afterwards.

There was another little girl, about Lula's own age, whose name was Rosa, Lula's constant playmate and companion. They loved each other and shared each other's joys as if they were sisters. But one day, while coming from school, Lula perceived a very pretty ribbon which Rosa had dropped in the path. She picked it up, and instead of returning it to the owner, she put it in her pocket.

When a pretty ribbon it is, thought she; it is just such a one as I was wanting this long time.

When she came home that evening, somehow she was not the same bright and cheerful Lula as usual, the same happy, earnest smile was not on her blooming countenance. So after tea, when they were sitting round the cheerful fire, her mother perceived she was quieter and seemingly no longer so happy than common.

"Lula," said she, "what is the matter, my child; are you sick?" This was touching her on a tender chord, and bursting into tears, she exclaimed—

"As I was coming home from school this evening, I saw this ribbon lying on the path; I knew it to be Rosa's, for I had seen her drop it, but I think I am so sorry, I will take it and keep it myself, and Rosa will never know who has it. But it is not mine—it cannot afford me any pleasure while I have it, and to-morrow I will return it to her at school."

So saying, she dropped the ribbon in her mother's hand.

Her mother led her to her little chamber, and there, both kneeling by the bed-side, they truly asked God's pardon. Lula retired, but the pillows did not seem so soft and downy as usual, and unseen spirits seemed to continually whisper in her ear; "you stole a ribbon."

With a sad and heavy heart she fell asleep. Presently she thought she saw a large man approach her, dressed in a suit of many colors, apparently of old rags stitched together, and having a large sack under his arm. He also bore a blazing torch in his hand. At first sight of him Lula was sorely frightened; but he approached her said—

"Sweet Lula, don't be frightened, I bear you good tidings. I want you to come with me to my far-off sunny home, where there is no sickness, no pain, no trouble, as on this gloomy earth."

"But," said Lula, still a little frightened, "but, father and mother would be grieved to find that their only daughter would leave them thus."

"Yet," said the man, "would you prefer to live in this dreary, comfortless world, compared with my happy, cheerful home? There all is peace and love and joy. Neither is there any winter there; all the time it is summer, delightful summer. The most beautiful birds live there, and are continually warbling merry songs morning, noon and night. Jump into this sack, sweet Lula, and come with me."

Being captivated by his flattering and promising words, Lula jumped into the sack, and soon they were on their way to the "happy world."

They traveled on for days and even weeks, as Lula thought, and when she asked him still how far they had yet to go, he answered not a word. At length they came to a dark and shady forest, and after they had proceeded through it a long and toilsome way, they came to a certain place, where, after the man had spoken a few words which Lula could not understand, a trap-door instantly flew open, and after they entered it, fell. Here the glimmering light of the torch only made the dark cavernous hole appear doubly horrible.

They descended down, down, and presently Lula thought she heard a noise of some kind. She listened again and more attentively, and sure enough, she heard yelling and hallooing of the most horrid character.

The Hancock Jeffersonian.

INDEPENDENT THOUGHT—UNDISGUISED PURPOSE—AND UNTRAMMELED ACTION.

FINDLAY, O., FRIDAY, JUNE 19, 1857.

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A. SPEAR,
Editor and Proprietor.

After had descended a long way they reached a large and spacious room, through which ghosts of the most hideous forms were stalking, fierce and venomous serpents were lying in every corner, and everything truly presented a most horrible aspect. Lula then earnestly besought the man to take her back to her happy home, where she had lived with her dear father and mother. She thought how well she would like to be playing with Rosa, as she used to do. But then the thought struck her of the theft which she committed by taking Rosa's ribbon, and she felt now that she was being justly punished. And she thought, too, if she were only back she would never see any more. But now she need never expect to get back, and constantly must pass a life of horror in this miserable abode. Sobbing and crying bitterly, she gave herself up to despair.

All at once a score or more of inhuman wretches clutched her, and making a most hideous noise, seemed to tear her to pieces, when she awoke, and lo! it was a dream. Her mother was bending tenderly over her, and telling her to arise. The sun was shining gratefully through the window of her chamber, and the birds were gayly chirping their matin songs. Lula arose that morning an altered girl. Through time she grew up to be a good and intelligent woman and during a long life of usefulness in the community in which she lived, never forgot the deliverer from the divine injunction of scripture, "thou shalt not steal."

Miscellaneous.

Reading One's Own Obituary.

The tenure of the Major Generalship of Massachusetts, like that of a good many other offices in that ancient Commonwealth, is for life, or during good behavior. The Boston Transcript says that one of the former lived so long that a wicked wag, at his reported death, gave, as a sentiment at a public dinner:—"The memory of our late Major General may be eternally rewarded in heaven for his ever-revolving services on earth." Judge of the surprise of the author of this toast, on learning, the next day, that the report was false, and the veteran officer still alive.

This reminds us of an occurrence that took place in the same State some years ago. In the days of Mycail, the publisher of the *Newburyport Herald* (a journal still alive and flourishing), the sheriff of Essex County, Philip Bagley, had been asked several times to pay up his arrears of subscription. At last one day he told Mycail that he would certainly hand over the next morning as sure as he lived. If you don't get your money to-morrow, you may be sure I am dead," said he.

The morning came and passed, but no money. Judge of the sheriff's feelings when, on the morning of the day after, he opened his *Herald*, and saw announced the lamented death of Philip Bagley, Esq., High Sheriff of the county of Essex, with an obituary notice stating that he died of a heart attack, giving the deceased credit for a good many excellent traits of character, but adding that he had one fault very much to be deplored; he was not punctual in paying the printer.

Bagley, without waiting for his breakfast, started for the *Herald* office. On the way it struck him as singular that none of the many friends and acquaintances he met seemed to be surprised to see him. They must have read their morning paper. Was it possible they cared so little about him as to have forgotten already that he was no more? Full of perturbation, he entered the printing office, to deny that he was dead, *in propria persona*.

"Why Sheriff?" exclaimed the factious editor, "I thought you were dead!"

"Defunct!" exclaimed the sheriff. "What put that idea in your head?"

"Why you yourself," said Mycail. "Did you not tell me—"

"Oh! ah! yes! I see!" stammered out the Sheriff. Well, there's your money. And now contradict the report in the next paper, if you please."

"That's not necessary, friend Bagley," said the old joker; "it was only printed in your copy."

The good sheriff lived many years after this "sell" and to the day of his death always took good care to pay the printer!—*New Orleans Picayune*.

The Sufferings of a Captive.

The St. Paul Pioneer contains a notice of the release from captivity and return of Mrs. Marble, one of the captives taken by the Indians at the Spirit Lake massacre. Her sufferings while a captive were terrible, and are related as follows:

Immediately on starting from Hero Lake Mrs. Marble states that herself and associates were forced to carry packs, and perform the degrading and menial services in the camp. She says that the pack she was compelled to carry consisted of two bags of shot, each weighing twenty-five pounds. On the top of this heavy load, which was weak, ill-used and distracted woman was forced to carry, was placed the additional weight of an Indian urchin some three or four years of age. The snow was very deep; the prisoners were but thinly clad, and most of the time suffering from hunger. The warm clothing they had on was torn and they were made prisoners on from them by they squaws,

you ask for your whole concern?" asked they. "For mercy's sake, gentlemen," replied the meek old hopper, with the most deplorable look of entreaty, "only let me off, and you shall have my full term, and I don't care, I'll give my word I'll return to-morrow, and thank you heartily for your kindness and condescension." "Well," said they, "we'll take your word. Leave the team and provender with us, and we won't require any bad bail for your appearance." Putnam gave up the team, and sauntered about for an hour or so, gaining all the information he wished. He then returned to his men and told them of the foe, and the plan of attack. The morning came, and with it sallied out the gallant band. The British were handled with rough hands, and when they surrendered to General Putnam, the cloth-hopper, he sarcastically remarked: "Gentlemen, I have kept my word. I told you I would call and pay you for your kindness and condescension."—*Revolutionary Reminiscences*.

News Matters.

Gov. Chase's Address of Welcome.

To the invited guests at the celebration of the completion of the Railroad Line from Baltimore to St. Louis, on their arrival at Marietta.

GENTLEMEN:—The Committee of arrangements for this auspicious occasion, have assigned to me the very agreeable duty of welcoming you to Ohio.

It is, indeed, an auspicious occasion that unites the citizens of so many States in celebrating the happy consummation of a great work, so long ago commenced, so steadily urged, and at length, notwithstanding manifold discouragements, and difficulties almost insuperable, so triumphantly accomplished.

It is with especial gratification that I welcome to our soil and our hospitable shores, the representatives of that ancient and time-honored Commonwealth, whose infancy was guided by the wisdom of religious toleration, and whose mature age was illustrated by the conception and inauguration of the first railroad at Marietta, from the sea-board, across the mountains, into the vast interior, and the representatives of the Ancient Dominion, honored mother of Washington and Jefferson, under whose auspices the settlement of the North-West was inaugurated.

It gives me great pleasure to include in this cordial welcome, those members of the Federal Administration, and those Senators and Representatives of our sister States in the Federal Congress, whose presence here attests the national value of the occasion, and the diplomatic Representative of that French nation and French Government, whose dominion once extended over all this beautiful land.

I greet with no less satisfaction and with no less hearty welcome, the Directors and Officers of the Baltimore & Ohio Railroad, the members of the city government of Baltimore, the gentlemen of the press, members of that other government which governs us all—and those other distinguished citizens, whose presence here attests the national value of the occasion, and the diplomatic Representative of that French nation and French Government, whose dominion once extended over all this beautiful land.

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themselves, down the Yongiophenry, down the Monongahela, down the Ohio, under the lead of RUFUS PUTNAM, a Brigadier-General of the Revolutionary Army, who possessed and fully deserved the entire confidence of Washington—came the first settlers of Ohio—noble souls—devoted patriots—brave soldiers—who, having gallantly aided in achieving the independence of their country, now consecrated their energies to the establishment of new homes for freemen, and a new Empire of Freedom in the western wilderness.

Here they found in singular preservation, those remarkable and extensive earth-works, existing, though in a somewhat impaired condition, to this day, the purpose of which, whether civil or military, secular or ecclesiastical, baffles antiquarian research, though all agree that they must have been constructed in remote antiquity and by a race of men that have long since disappeared.

Here, too, they found the necessary of that race, the red men of the forest, still resentful of their defeat in Pontiac's war, and jealous of the encroachments of the white man.

With characteristic energy and promptitude, on the very next day of their arrival, they commenced the work of dividing the land, and prepared at once for cultivation and defense. Hope pointed for them a bright though distant future, but not even the magic pencil of hope could have pictured the magnificent reality. From this germ in the wilderness has already sprung a state as rich in resources and as powerful in arms as were the whole United Colonies at the era of the Revolution.

Westward and still Westward the Star of Empire has taken its way, carrying by its mighty attraction of that northwestern Virginia Railroad, over which you have just come hither. Still less did they anticipate that when that branch of their own road should be completed to the Ohio, this Cincinnati & Marietta road would be here to receive its passengers and freight, and carry them westward. He would have been contented to see the Ohio, which has been predicted. The only hospitalities thought to be due to him might then have hoped to participate in such a celebration as this, Ohio, gentlemen, could I welcome you—to what spot in the great central valley of the Republic can you be welcomed—more fraught with historic interest or more suggestive of the grand, hoped-for future than this?

And what an event it is, gentlemen, which we here unite in celebrating! What thoughts it too awakens of the past, and what hopes for the time to come! Three distinct periods seem to mark the progress of means of communication between the Eastern and Western—Western, once, but Western no longer—sections of our country. Our fathers were glad to avail themselves of the Indian trails and buffalo paths on land and of canoes and broad-rivers on the water. Eighty-seven years ago a Red Man, standing here on the shore of the Ohio, might have remarked, floating downward with the stream, a rude canoe, manned by two Indians and bearing three white men, of whom one, in the prime of noble manhood, was easily distinguished from the others by his dignified bearing and by his athletic proportions. It was Washington, who had crossed the mountains on horseback, by the rough paths of the period, and was now on his way to establish the pre-emption claims in the French and Indian wars, by making trails and setting up monuments on the lands south of the Ohio just ceded by the Six Nations. Here, and not very far from where we now stand, he landed to exchange tokens of amity, and smoke the pipe of peace with an Indian Chief, whose friendship he had gained seventeen years before when he had visited the tribes as the youthful envoy of Dinwiddie.

But the day of canoes and broad-rivers, of Indian trails and Buffalo paths passed away. Steamboats made their appearance on the rivers, canals furnished new channels of water communication, and turn-pikes and macadamized roads facilitated and quickened intercourse by land. Over the Alleghenies and westward as far as Springfield, Ohio, the National Road was built for the accommodation of the traveler and the emigrant, and to secure the means of prompt communication in times of peril. The traveler on this road may still see, standing by the wayside, not far from the city of Wheeling, a simple monument which commemorates the services of Henry Clay, in the formation of this important bond and ligament of union between the Atlantic States and the Interior. The monument will crumble—the road itself may be deserted and forgotten—but the name of CLAY will live while patriotism is honored and genius finds a shrine in the hearts of men.

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With this new era, the great work, of which we now celebrate the accomplishment, stands closely and

prominently connected. While yet a youth, pursuing my professional studies in the City of Washington, I remember to have witnessed the celebration of the opening of the Baltimore & Ohio Railroad—perhaps to Elliott's Mills—perhaps, only to what is now the Washington junction. It was a great event, and deserved to be appropriately celebrated. It announced the earnest beginning of a work, then without a rival in boldness of design and grandeur of conception. Through what difficulties it has been prosecuted—what marvels of engineering skill it has evoked—how successfully obstacles seemingly insurmountable, have been overcome, others may better tell than I. I rejoice to see among you to-day a friend of my younger years, to whose faithful and intelligent labors, as President of the company, something, at least, of its success is due. I have no heartier welcome to give to day than that which my heart offers before my tongue can utter it—to THOMAS SWANN.

All those who faithfully labor in the commencement of great undertakings, seeking to realize in material forms great ideas, build far more wisely than they know. The projectors of the Baltimore & Ohio Railroad little imagined how much more vast than even their great conception, were to be the results of the work they undertook. They contemplated a connection with Ohio, and through Ohio and its affiliated waters, with the immense territories watered by them. But they did not dream that those rivers, themselves, were to be half superseded by other railroads, continuing their own iron track farther and farther towards the setting sun. They did not even contemplate, I believe, the construction of that northwestern Virginia Railroad, over which you have just come hither. Still less did they anticipate that when that branch of their own road should be completed to the Ohio, this Cincinnati & Marietta road would be here to receive its passengers and freight, and carry them westward. He would have been contented to see the Ohio, which has been predicted. The only hospitalities thought to be due to him might then have hoped to participate in such a celebration as this, Ohio, gentlemen, could I welcome you—to what spot in the great central valley of the Republic can you be welcomed—more fraught with historic interest or more suggestive of the grand, hoped-for future than this?

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All those who faithfully labor in the commencement of great undertakings, seeking to realize in material forms great ideas, build far more wisely than they know. The projectors of the Baltimore & Ohio Railroad little imagined how much more vast than even their great conception, were to be the results of the work they undertook. They contemplated a connection with Ohio, and through Ohio and its affiliated waters, with the immense territories watered by them. But they did not dream that those rivers, themselves, were to be half superseded by other railroads, continuing their own iron track farther and farther towards the setting sun. They did not even contemplate, I believe, the construction of that northwestern Virginia Railroad, over which you have just come hither. Still less did they anticipate that when that branch of their own road should be completed to the Ohio, this Cincinnati & Marietta road would be here to receive its passengers and freight, and carry them westward. He would have been contented to see the Ohio, which has been predicted. The only hospitalities thought to be due to him might then have hoped to participate in such a celebration as this, Ohio, gentlemen, could I welcome you—to what spot in the great central valley of the Republic can you be welcomed—more fraught with historic interest or more suggestive of the grand, hoped-for future than this?

And what an event it is, gentlemen, which we here unite in celebrating! What thoughts it too awakens of the past, and what hopes for the time to come! Three distinct periods seem to mark the progress of means of communication between the Eastern and Western—Western, once, but Western no longer—sections of our country. Our fathers were glad to avail themselves of the Indian trails and buffalo paths on land and of canoes and broad-rivers on the water. Eighty-seven years ago a Red Man, standing here on the shore of the Ohio, might have remarked, floating downward with the stream, a rude canoe, manned by two Indians and bearing three white men, of whom one, in the prime of noble manhood, was easily distinguished from the others by his dignified bearing and by his athletic proportions. It was Washington, who had crossed the mountains on horseback, by the rough paths of the period, and was now on his way to establish the pre-emption claims in the French and Indian wars, by making trails and setting up monuments on the lands south of the Ohio just ceded by the Six Nations. Here, and not very far from where we now stand, he landed to exchange tokens of amity, and smoke the pipe of peace with an Indian Chief, whose friendship he had gained seventeen years before when he had visited the tribes as the youthful envoy of Dinwiddie.

But the day of canoes and broad-rivers, of Indian trails and Buffalo paths passed away. Steamboats made their appearance on the rivers, canals furnished new channels of water communication, and turn-pikes and macadamized roads facilitated and quickened intercourse by land. Over the Alleghenies and westward as far as Springfield, Ohio, the National Road was built for the accommodation of the traveler and the emigrant, and to secure the means of prompt communication in times of peril. The traveler on this road may still see, standing by the wayside, not far from the city of Wheeling, a simple monument which commemorates the services of Henry Clay, in the formation of this important bond and ligament of union between the Atlantic States and the Interior. The monument will crumble—the road itself may be deserted and forgotten—but the name of CLAY will live while patriotism is honored and genius finds a shrine in the hearts of men.

Turnpikes and macadamized roads, rivers and canals still supply indispensable facilities of intercourse. But a third period has begun. The railroad and the telegraph now assert their claims to pre-eminence as the most important means of rapid communication, and the most beneficial agencies of progress.

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